

THE RAILROAD CENTER

Of the Great South California System.

LOS ANGELES BUSINESS

On the Rail-Baggage, Freight and

Passengers in and Out of the City.

The City.

To say that Los Angeles is a city of

100,000 inhabitants is the history

of the city. It does not tell the

story of its importance. It does not

tell of the business transacted in

this community. The Herald proposes

to show the pulsations of the body

commercial, financial and industrial, as

indicated by the railroad traffic.

To begin with, Los Angeles is the center

of the railroad system of all Southern California.

The Los Angeles and Yuma division

(Pacific system) stretches northward

from this city to Sumner, a distance

of 170 miles. The road runs north of that

city to Lathrop, 220 miles, and there

branches, one line running to San Francisco

and the other, via Stockton and

Sacramento, to the East. Going in the

other direction the road reaches to Yuma,

at the mouth of the Colorado river, 250 miles south of Los Angeles.

New Orleans and all the cities in the

Southwest, South and North-Northwest.

Besides this great main artery, there

are several smaller lines, all of which

radiate from the great Los Angeles

system. The Santa Ana line, for example,

runs from this city to Santa Ana, 40 miles.

There is also a line to the coast, via

San Pedro, the port of entry of Southern

California, whose great import business

is given in the Herald of a few days ago.

The length of this line is twenty-five

miles. At Florence, six miles south of

Los Angeles, this road branches, one

line running easterly to Downey City,

Norwalk, Anaheim, Orange and

Santa Ana. The other line runs

about thirty-four miles in length, but its

name, "The Los Angeles and San Diego

road," will indicate its destination.

The line terminates in the city of San

Diego, nearly 100 miles from Los Angeles.

The last link in the great railroad

combination in the world, reaching

by its many ramifications not merely

from "San Diego to San Francisco," but

from "San Francisco to San Francisco,"

but also by two main trunk lines to all

important points in the Pacific

coast, and by the same means, south of

the equator, to the great cities of the

East. Moreover, under the same

management, and cognate systems, the

great Southern Pacific system, the

great transcontinental line, the

great line to the East, 1 freight and

1 passenger each way, or 4 trains in all.

This is one of the great lines of the

world, and it is the history of the

city of Los Angeles to show for its

importance.

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LETTERS FROM THE PEOPLE.

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Necessity the Mother of Invention
The Live, Progressive and Persevering
People's Store

Scores Another triumphant Success in the Application of Science and Inventive Genius to Commercial Enterprise.

No truer saying ever fell from mortal lips than that "TIME IS MONEY." We have looked upon the tedious waits of our patrons for the past years with the

or the employee is in any way, by his neglect or the inconvenience and vexation it may cause, to be hindered in the performance of his duty, and that he is not to be actively and unreasonably to the task of solving the problem. The cash system we used failed to carry parcels, and there was no service for that reason. We invented a system, made a model and sent it on to the Patent Office at Washington, asking for a patent before by another and granted. The comforting reply from the Patent Office compensation for our labor and midnight oil spent in its creation and perfection was, "THAT THOUGH DIFFERING IN DESCRIPTION AND ADAPTATION THE PRINCIPLE INVOLVED IS THE SAME, AND THE APPLICATION FOR A PATENT IS THEREFORE REFUSED."

Immediately thereafter we sought out the "PRIOR INVENTOR" and made a statement to have "our lost" cause carried into effect. On Monday our elevated

at his business in carrying all our parcels and cash to our packing department, since we have no other means of transport.

It takes a second to transmit the parcel, the change is made and the parcel is wrapped up at the same time and returned to the customer in half the time and cost that we formerly took to call a cash boy. It is needless, ever ready and the most expensive of the thousands ever known for saving time to patrons and the house, and a waste of money to the clerical force.

How long will it be before our example is copied by others, who gutwrench the whole entire business and gather their little stock of brains by aping us and then tell us that we are the fools who have made them successful? Will we not have a success will ape us and profit by our enterprise and grit?

How long will it be before some unscrupulous vender will have a machine that will ape us and profit by our enterprise and grit?

THE PEOPLE'S STORY

Has no time for slumber. It is ever foremost in relieving the hard necessities and tailed on labor. It is foremost in consulting the interests, the wishes and the convenience of its patrons.

It is foremost in the encouragement and application of all methods and means that lessen the labors of the employees and advance the interests of its patrons.

The Patent Office copy of the drawing of our Railway System can be seen

The one in opinion is highly useful and instructive, and we extend an invitation to all interested in its workings to come and inspect it.

Our center tables are now laden with HOLIDAY GOODS, more by way sample than stock, to give the public an idea of what may be expected when thoroughly open our mammoth basement salesroom and give you a life-sized specimen of Santa Claus.

Our Toy and Holiday Goods Department will be a feast for the little folks, and we expect to open it on or about the 5th of December.

A. HAMBURGER & SONS

41-43-45 SPRING STREET.
The Gilpin Sulky Plow
MADE BY DEERE & CO., MOLINE, ILLS.

It Leads Them All
The only Single Lever Sulky Plow Made.
The Old Reliable Schuttler Wagon

HAWLEY BROTHERS HARDWARE CO
58, 60 AND 62 NORTH LOS ANGELES STREET.
Dealers in Wagons, Buggies, Agricultural Implements, Windmills

E. W. KING, Manager. aug 30

Southern California Manufacturing Company of Los Angeles

S. LEVY, Manager.

STAND NO. 1 MOTT MARKET HOUSE AND 122 ALISO STREET.

All kinds of Sea Shells from the Pacific South Sea Islands and Gulf of California including Curries, Combs and Pearls of the great deep, particularly appropriate for parlor ornaments and souvenirs for visitors and tourists. Mexican ferns and feathered pictures very unique and original in design. Ornaments and jewelry made from California wood, chicken feet, and prodigious. Fishes, butterfly, appetizing, harp, coral, olive and oil, and an endless variety of Mexican and California ores and minerals and other cur of interest to the collector.

Los Angeles Fishing Company

FRED HANIMAN, Manager.

Fresh Troutee Trout, Carp, Columbia River Salmon, Oysters, Cockles, Crabs, Clams, Crabs, Fish, Shrimps and all kinds of sea fish. Pontine, fancy breeds and for table use. Fish, game, dressed and undressed. Pigs' feet, tripe and dried meats and dried fish of every variety. Country dealers supplied on telephonic order. Poultry and game brought as sold. Extra choice select oysters 50c. per can. **Telephone 188.** DAY 7514

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NO. 34 SOUTH SPRING STREET.
FINE MILLINERY A SPECIALTY
MATERIALS FOR FANCY WORK.

ABRACASSÉ, CHIFFON, Tulle, Lace, Feathers, Flowers, Ribbons, and all the latest novelties in millinery materials.	ART RIBBONS, PRINCES CHIFFON, Tulle, Lace, Feathers, Flowers, Ribbons, and all the latest novelties in millinery materials.
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FELT, FLOSS, KNITTING SILK,
FELTS, SATRENS, PLUSH, CANVAS

PILE FLOSS,
Crystal Wool,

NETHLAND FLOSS, ANGORA WOOL,
FABRY FLOSS, ICE WOOL,
SPOUR YARN, FOURPADDLE WOOD,
GERMAN YARN, SYLVIA WOOL,
RAXONY YARN, ZEPHYR WORSTED.

Stamping and Designing. [a151m] Lessons in Art Needlework

THE EDWARDS OIL BURNER

A successful adaptation of the Gas of Coal Oil as a heater. Gives a better and more uniform fire than wood or coal. Will broil, bake, Roast or Boast to a degree of perfection attained by no other fuel. As easily lighted as a lamp, is under as perfect control as water or gas, and can be extinguished as readily as it is lighted, thus saving expense of fuel.

We want every man and woman to examine this invention and co

3.—Cleanliness. All of which are proven by its very extensive use in our own city.

Call in and see the Burner on exhibition at the office of the

OIL BURNER AND SUPPLY COMPANY,

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